

Message Text

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ACTION EUR-12

INFO OCT-01 NEA-10 ISO-00 EURE-00 CAB-05 CIAE-00
COME-00 DOTE-00 EB-08 INR-07 NSAE-00 FAA-00 L-03
SS-15 NSC-05 /066 W
-----059354 121356Z /43

P R 121325Z SEP 77
FM AMEMBASSY NICOSIA
TO SECSTATE WASHDC PRIORITY 6464
AMCONSUL MONTREAL PRIORITY
INFO AMEMBASSY ATHENS
AMEMBASSY ANKARA
AMEMBASSY BRUSSELS
AMEMBASSY CAIRO
AMEMBASSY BONN
AMEMBASSY PARIS
AMEMBASSY ROME
AMEMBASSY TEL AVIV
AMEMBASSY LONDON
SECDEF WASHDC
DIA WASHDC
USAF WASHDC
CINCUSAFE RAMSTEIN AFB GER

UNCLAS NICOSIA 2410

E.O. 11652: N/A
TAGS: EAIR, MILL, CY, TU
SUBJECT: CIVAIR: TWO INCIDENTS POTENTIALLY HAZARDOUS TO
AVIATION OVER NICOSIA FIR

1. GOC DIRECTOR OF CIVIL AVIATION (DCA) INFORMED EMBOFF
ON 9/9/77 THAT TWO RECENT INCIDENTS POTENTIALLY HAZARDOUS
TO AIR SAFETY TOOK PLACE IN NICOSIA FIR IN PAST TWO WEEKS.
FIRST INCIDENT DESCRIBED BELOW INVOLVED USAF AIRCRAFT. BOTH
INCIDENTS REPORTED BY DCA TO ICAO/MONTREAL ON 9/9/77.
ALL TIMES GMT.
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2. ON 8/25/77 QUANTAS B747 AIRCRAFT FLIGHT 702 FROM ATHENS
FLYING TO DOHA CHECKED GREEN 18 BRAVO AT 0952 AT FLIGHT
LEVEL 290. USAF 95951 FROM ADANA FLYING TO TORREJON,
SPAIN PASSED ALPHA 28 ALPHA AT 0928 ESTIMATING PASSING
WHITE 15 CHARLIE AT 0955 AND CROSSING AIRWAY GREEN 18 AT 0953
ALSO AT FLIGHT LEVEL 290. USAF 95951 WAS UHF EQUIPPED ONLY

AND AS NO TRAFFIC MESSAGE WAS RECEIVED BY NICOSIA ACC FROM ANKARA DUE LATTER'S NON USE OF ANKARA/NICOSIA AIR TRAFFIC SERVICE LINK (TELEPHONE), USAF 95951 RPESENCE AND INTENTIONS UNKNOWN TO NICOSIA CONTROLLER. NICOSIA ACC RECEIVED FIRST INFO ABOUT USAF 95951 AT 0948 THROUGH THIRD AIRCRAFT USAF 67256 WHICH PROVIDED ABOVE DETAILS TO NICOSIA ACC WHICH IN TURN IMMEDIATELY REQUESTED USAF 67256 TO RELAY TO USAF 95951 DECENT TO FLIGHT LEVEL 280.
COMMENT THIS INCIDENT: BOTH AIRCRAFT AT SAME FLIGHT LEVEL WERE TO CROSS EACH OTHER AT APPROX. SAME TIME.

3. ON 9/6/77 AIR FRANCE FLIGHT 193 B747 FROM TEHERAN FLYING TO TEL AVIV PASSED NICOSIA/ANKARA FIR AT BRAVO 15 ALPHA AT 0413 AT FLIGHT LEVEL 290. FIRST CONTACT WITH NICOSIA ACC AT 0426 WHEN 4 MINUTES NORTH OF KITIUM. DURING ABOVE TIME AIRCRAFT WAS IN CONTACT ONLY WITH ERCAN CONTROL AND COMPLETELY UNKNOWN TO NICOSIA ACC DESPITE FACT THAT KITIUM IS IN SOUTHERN PORTION OF NICOSIA FIR. AT SAME TIME CROSSING TRAFFIC CYPRUS AIRWAYS DC-8 FLIGHT 395 FROM JIDDAH WITH DESTINATION LARNACA WAS DECENDING THROUGH FLIGHT LEVEL OF AF 193 IN VICINITY OF POINT PHOENIX. COMMENT THIS INCIDENT: AF FAILED TO CALL NICOSIA ACC AT LEAST FIVE MINUTES BEFORE ENTERING NICOSIA FIR, INSTEAD CONTACTED ERCAN. AF MAY HAVE THOUGHT THAT CONTACT WITH ERCAN WAS SUFFICIENT FOR TRAVEL THROUGH NICOSIA FIR.

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4. GENERAL COMMENT: THE POTENTIAL FOR MID-AIR DISASTER, AS RESULT OF OPERATION OF TWO INDEPENDENT AIR CONTROL CENTERS WITHIN NICOSIA FIR (NICOSIA ACC AND "ERCAN ADVISORY SERVICE") CONTINUES TO BE GRAVE CONCERN. ESTABLISHMENT BY TURKISH AUTHORITIES OF ERCAN CONTROL IN MARCH THIS YEAR HAS CAUSED NUMEROUS PROBLEMS BOTH OPERATIONAL AND SAFETY IN NATURE. WHILE ALMOST ALL TRAFFIC FLYING THROUGH THE "ERCAN ADVISORY AIRSPACE" WITHIN NICOSIA FIR CHECK IN WITH BOTH ERCAN AND NICOSIA - THUS AFFORDING A MODICUM OF COORDINATION - THERE ARE TOO OFTEN INCIDENTS WHERE THIS JURY-RIG COORDINATION BREAKS DOWN AND IS OTHERWISE RENDERED INEFFECTIVE. THE RESULT IS THAT POTENTIALLY HAZARDOUS CONDITIONS IN AIR NAVIGATION DEVELOP. WHILE THE EMBASSY IS NOT ABLE FULLY TO EVALUATE FLYING AND NAVIGATION CONDITIONS WITHIN THE NICOSIA FIR, IT WOULD SEEM THAT OVER TIME IF THE PRESENT SITUATION CONTINUES THERE IS SERIOUS POSSIBILITY OF AN AIR COLLISION.
CRAWFORD

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Message Attributes

Automatic Decaptioning: X
Capture Date: 01-Jan-1994 12:00:00 am
Channel Indicators: n/a
Current Classification: UNCLASSIFIED
Concepts: CIVIL AVIATION, AIR SAFETY
Control Number: n/a
Copy: SINGLE
Sent Date: 12-Sep-1977 12:00:00 am
Decaption Date: 01-Jan-1960 12:00:00 am
Decaption Note:
Disposition Action: n/a
Disposition Approved on Date:
Disposition Case Number: n/a
Disposition Comment:
Disposition Date: 01-Jan-1960 12:00:00 am
Disposition Event:
Disposition History: n/a
Disposition Reason:
Disposition Remarks:
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Document Source: CORE
Document Unique ID: 00
Drafter: n/a
Enclosure: n/a
Executive Order: N/A
Errors: N/A
Expiration:
Film Number: D770329-0993
Format: TEL
From: NICOSIA
Handling Restrictions: n/a
Image Path:
ISecure: 1
Legacy Key: link1977/newtext/t19770974/aaaackoz.tel
Line Count: 111
Litigation Code IDs:
Litigation Codes:
Litigation History:
Locator: TEXT ON-LINE, ON MICROFILM
Message ID: 57078648-c288-dd11-92da-001cc4696bcc
Office: ACTION EUR
Original Classification: UNCLASSIFIED
Original Handling Restrictions: n/a
Original Previous Classification: n/a
Original Previous Handling Restrictions: n/a
Page Count: 3
Previous Channel Indicators: n/a
Previous Classification: n/a
Previous Handling Restrictions: n/a
Reference: n/a
Retention: 0
Review Action: RELEASED, APPROVED
Review Content Flags:
Review Date: 18-Nov-2004 12:00:00 am
Review Event:
Review Exemptions: n/a
Review Media Identifier:
Review Release Date: n/a
Review Release Event: n/a
Review Transfer Date:
Review Withdrawn Fields: n/a
SAS ID: 1308523
Secure: OPEN
Status: NATIVE
Subject: CIVAIR: TWO INCIDENTS POTENTIALLY HAZARDOUS TO AVIATION OVER NICOSIA FIR
TAGS: EAIR, MILI, CY, TU
To: STATE MONTREAL
Type: TE
vdkgvwkey: odbc://SAS/SAS.dbo.SAS_Docs/57078648-c288-dd11-92da-001cc4696bcc
Review Markings:
Margaret P. Grafeld
Declassified/Released
US Department of State
EO Systematic Review
22 May 2009
Markings: Margaret P. Grafeld Declassified/Released US Department of State EO Systematic Review 22 May 2009